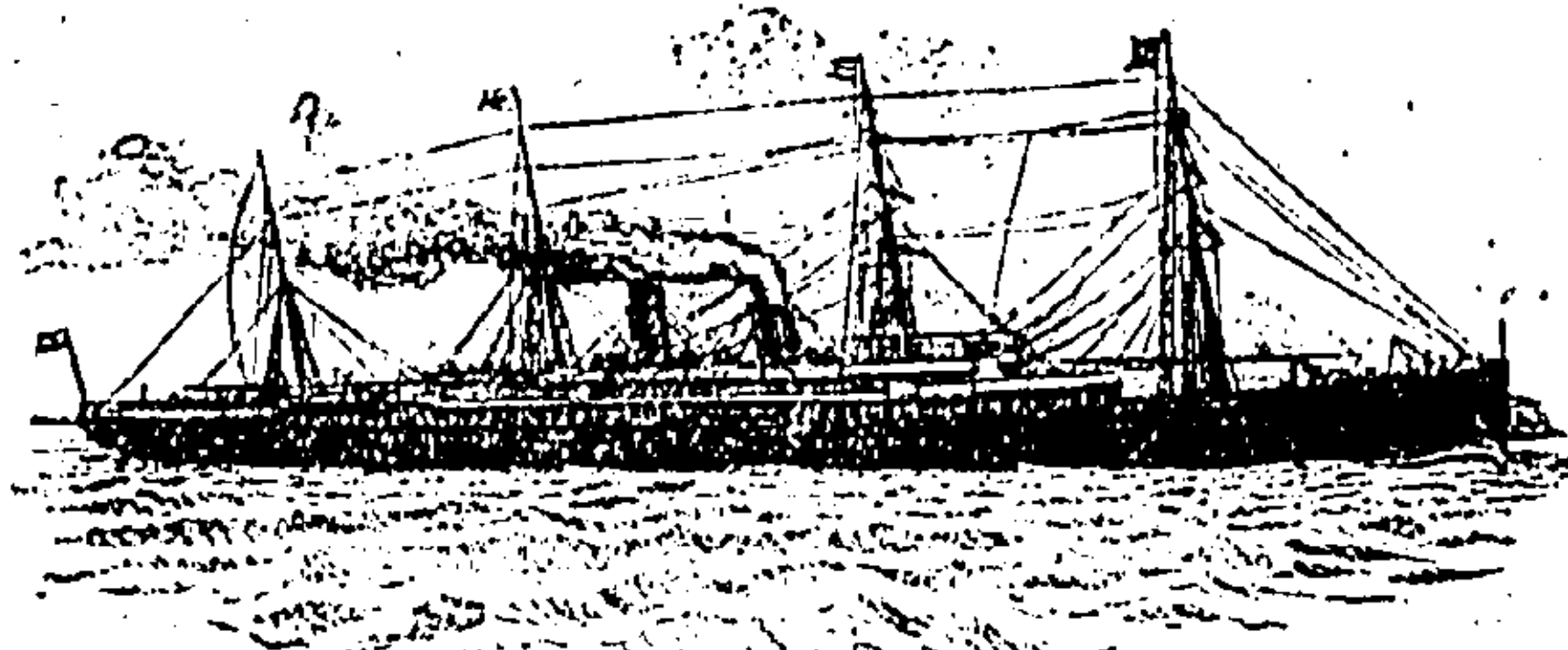


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 30th May, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"CUPIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAERIC"	TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd May, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL-STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 31st August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 25th August.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1903.

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SEGROVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd June.	Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th June.	Freight and Passengers.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th June.	Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th July.	Freight.
WICKBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th July.	Freight and Passengers.
BADENIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	11th August.	Freight.
NUBIA	NEW YORK VIA PORTS.	2nd June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE. No. 1, Queen's Buildings.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lusius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M.

(Sundays excepted.) These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,908 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas. "SAINAM" 588 " B. Branch. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, blurring of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS, OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central. Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER. UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES } HEINZ'S APPLE BUTTER } cannot be surpassed. HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA (Wholesale dealers only).

Hongkong, 4th May, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

"HER-CU-LEX"

for

Nerve

Weakness

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not "a cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient; has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run down," and just dragging along in a half hearted manner; also, to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CU-LEX" will last for one year, is not bulky, makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

Every weak man should read it. It will prove interesting to you, as it has to others who had despaired of recovery by other means. Send at once and write name plainly. Address, mentioning this paper.

FREE BOOK

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

Sanden Electric Co., Dep't J., No. 51 Main St., Yokohama, Japan.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 14th, 1903.

[573c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY

Late Dakin, Cruickshank & Co., Ltd.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory. In Bags of 250 lbs. Net £5.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 13th May, 1903. [19]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. [19]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE 5s. 6d. per case of 48 bottles (quarts) or 60d. pints.

Special Prices for Quantities. Sole Agents: SIEMSEN & CO. Hongkong, 10th January, 1903. [595d]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, Hongkong. Hongkong, 20th December, 1902. [1399d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. SANITARY SOAP. DISINFECTANT. SOAP. AVOID ALL RISK OF OUTBREAK IN ITS USE. W. G. HUMPHREYS & Co., Bank Buildings.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 12 & 14, Queen's Road Central.

FURNITURE WAREHOUSE.

LI KWONG LOONG

李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. writes as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 20th December, 1902. [1404d]

WAI YUNG.

PHOTOGRAPHER. No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND

TERMS MODERATE.

Hongkong, 19th December, 1902. [1393d]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central, Hongkong, 9th February, 1903. [19]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY,
Dinner Wine, Green Seal
Capsule ... \$12.00 1.50

C. MANZANILLA, PALE
NATURAL SHERRY,
White Capsule ... 13.50 1.20

CC. SUPERIOR OLD DRY,
PALE NATURAL
SHERRY, Red Seal
Capsule ... 16.00 1.40

D. VERY SUPERIOR OLD
PALE DRY, Choice Old
Wine, White Seal Capsule. 18.00 1.50

E. EXTRASUPERIOR OLD
PALE DRY, Very Fine
Quality (old bottled),
Black Seal Capsule. 27.00 2.25

B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very fine Vintage.

GUARANTEED SUPERIOR XERES
WINES.

The following Wines, bottled in Europe,
have been specially selected, and procured
from the celebrated firm of Messrs. Geo.
G. Sandeman, Sons & Co., of London,
Oporto and Xeres:—

LIGHT DRY ... \$16.50 1.40
SOLERA ... 24.00 2.00
VERY PALE DRY ... 24.00 2.00
FULL GOLDEN ... 27.00 2.25
PALE DRY NUTTY ... 30.00 2.50
FINE OLD BROWN ... 40.00 3.50

MADEIRA.

GOD ... \$16.50 1.40
FINE ... 27.00 2.25

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 35.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[7284]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.

Lieb's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[3556]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
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The postage on the weekly issue is of any part of the
world 30 cents per quarter.
Single Copies Daily, 10 cents; Weekly, twenty-
five Cents.

MARRIAGE.

On the 14th April, at All Saints Parish
Church, Winton, Somerset, England, by the
Rev. G. M. Ashdown, M.A., EDGAR JOHN
PIERPOINT, Chief Warder, Victoria Gaol,
Hongkong, to ALICE, only daughter of FRED-
ERICK PARKS, of Winton. [6306]

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 28, 1903.

THE HONGKONG-KOWLOON
BRIDGE.

The apparently indifferent reception
accorded the Hon. Commander Rumsey's
proposal, when first published last year, to
build a bridge across the harbour to Kow-
loon, would seem to show that it had been
relegated, like most abortive projects, to the
pigeonhole and forgotten among the
C.S.O.'s in the Colonial archives. We are
glad to see, however, that it is not so. The
proposal once more is urged upon public
attention. It is revived in the report
on the Harbour Department for last year,
and Commander Rumsey makes it as his
excuse for bringing the subject up again the
fact that that report would probably be the
last to be issued with him connected with
his authorship. The commercial public not
less than the permanent residents have cause
to commend the Harbour Master for
alluding to the bridge on the eve of
his retirement from a long and hon-
ourable connection with the shipping
interests of the port. It is now well known
upon what grounds Commander Rumsey
considers that the time has arrived for plac-
ing Kowloon in direct communication with
Hongkong by other means than the gener-
ally conceded expensive ferry service. The
first of those grounds is the partial relieving
of overcrowding in the city of Victoria, and
the second the conservation of the harbour
area by not reclaiming any further portions
of the sea front to provide the much-needed
land within the city limits whereon to erect
larger accommodation demanded by the busi-
ness interests of the Colony. Both these
are strong reasons why Kowloon must be
looked upon to solve the difficult problem
with which the Executive has been for so
long confronted; the congestion both ashore
and afloat is more keenly felt year by year
with each successive stride the Colony makes
in its onward progress towards greater
and greater prosperity. The advantages
to be derived by means of easier com-
munication between Kowloon and Hong-
kong are so evident that they need no
detailing. The propounder of the scheme
summarizes them in (1) greater and speedier
accessibility between the two points; (2)
ability to carry the telegraph cables and
telephone wires; and (3) the possibility of
using the bridge as an aqueduct in a
supply of water to Hongkong from the
Kowloon range. In this last connection it
may be noted that the gathering areas
capable of supplying the reservoir now in
course of construction under the gravitation
scheme for Kowloon will be able to furnish
a practically unlimited supply of water for
all potable requirements of the Colony
assuming its increase in population in the
future to bear the same ratio with the pro-
gress in the past. The idea of having one
of the finest harbours in the world cut into
halves by the bridge does not seem to com-
mend itself to one of our readers who re-
marked that "in the year 1913" will the
stout liner on her road to Shanghai have
to betake herself from the harbour by the
same road by which she entered owing to
that noble structure—the Hongkong and
Kowloon Bridge. If the long-promised
war occurs about that period it will be
the melancholy duty of the local press
to come out in heavy leaded type, "Destruc-
tion of the Bridge: Isolation of Hongkong."
Interesting as these speculations are he
would have us first consider the question of
payment. Regarding this he is somewhat
sceptical of the success of the undertaking.
At the present time, he says, the promoter
working on the principle of supply creating
demand estimates an increase of 50 per
cent. in the human traffic between the main-
land and Hongkong if such a bridge were
constructed. Taking the cost of the bridge
at the low estimate of \$9,000,000, and the
passenger tolls on the suggested basis of 5
cents and 1 cent for Europeans and Chinese,
respectively, this would give an estimated
income of \$180,000 or 2 per cent. on the
capital involved. And he asks:

Have the capitalists of Hongkong that
goldconda of 10 and 15 per cents. that
they have suddenly developed sufficient
philanthropy to embark their money on a
venture showing an estimated 2 per cent.
with a small increase on account of tolls for
animals, &c.? It requires, in his opinion,
a great stretch of the imagination to think
so. And if not the capitalists, he interro-
gates, why should the Government, not over-
blessed with wealth, spend this large sum of
money in erecting this bridge? We feel
sure if the scheme is taken up at all it can
hardly be said that it will be undertaken in
the spirit of philanthropy. The community
although credited with a magnanimous spirit
of generosity, that has become almost prover-
bial, is a businesslike one, and if they decide
upon the enterprise, would carry it through
like all other commercial ventures initiated
in the Colony with all its attendant risks
and prospective profits. Upon much figuring
and a large amount of reliance on the future
possibilities of the Colony must the realisa-
tion of the project depend. As regards our
future potentialities there is not one, who is
at all conversant with Hongkong, that will
deny the fact that "Hongkong is yet in
its infancy." Nine millions of money is
comparatively not too large an amount
for the speculative resources of the Island.
With sufficient Government encouragement
and a small amount of guarantee of a maxi-
mum interest on the capital invested it is
not beyond the bounds of possibility that
local financiers might be found who would,
upon the basis of the joint stock principle,
launch the enterprise as a limited liability
concern. With the success before us of the
Hooghly bridge connecting Howrah with the
capital of our Indian Empire, we see no valid
reason why the Hongkong-Kowloon bridge
should not be a remunerative undertaking.
With the completion of the Canton-Kowloon
railway—whose commencement cannot re-
main very much longer deferred—Hong-
kong should stand in much the same rela-
tion to Kowloon as Calcutta does to How-
rah on the other side of the Hooghly.
Our correspondent above referred to does
not wish to open the question of the
erection of this bridge on an insecure
foundation which will in all probability, he
imagines, be found to consist of washed
down detritus from the hillsides, as this
difficulty will have to be encountered
whether the bridge is built sooner or later.
The feasibility of the construction does not
enter within the province of the present
discussion. It is the desirability thereof
that has to be thought of. Whether
it be postponed a decade or its com-
mencement considered at an early date
opinions cannot be divided that a better
and speedier communication with our depen-
dency of Kowloon from the Island of Hong-
kong must be established for the spacious
reasons put forth by the originator of the
proposal—the Hon. Com. Murray Rumsey.

LOCAL AND GENERAL.

THE English and French Mails of the 25th April
were delivered in London on the 23rd inst.

H.M.S. *Algerine* arrived in port yesterday, and
will leave again on the 1st prox. for Shanghai
via Swatow and Amoy.

LeMunyon will have another grand opening
Day and a Souvenir day as well; watch the date.
—Advt.

THE Automobile Club Committee has an-
nounced that Mr. J. W. Stocks will drive the
third English car in the Gordon-Bennett Cup
race on 2 July. The car will be a Napier of
35 horse-power.

THE case in which W. H. Bell, of Kentucky,
U. S. A., alleged to be wanted by the Ameri-
can Government, came up for hearing before
Mr. J. H. Kemp this afternoon, when it was
dismissed and defendant discharged.

It is telegraphically reported from Moji to a
Japanese paper that troops, belonging to the
12th Army Division, in Kokura and Kitagata,
are engaged in manoeuvres every night, and
that employees in a military establishment at
Moji are working overtime.

At the instance of Mr. J. Callaco, the Inspector
of Junks, the master of a craft was charged
before Mr. J. Kemp this morning with being
in possession of arms without a license from
the Captain Superintendent of Police. He
pleaded guilty and was fined \$15. The arms
consisted of old rifles.

MR. A. LEVEY, the business manager for
Pollard's Lilliputians, will not be leaving
Shanghai with the company. He has accepted
the Secretaryship of the Astor House, a post
for which previous experience as an accountant
in Melbourne and versatility gained in three
years, touring with people so popular as the
Lilliputians should fit him admirably.

It is reported from Peking that under the
advice of Prince Ching the Empress Dowager
has sanctioned the institution of a Finance
Department which is intended to control in the
future the finances of the country. Under the
special control of the new Department will be
the proposed Peking foreign-modelled mint
and the Government Bank which Viceroy Yuan
Shih-k'ai has been urgently recommending the
advisers of the Empress Dowager to sanction
and start without delay.

Don't forget the chits for they will not go
LeMunyon.—Advt.

PRINCE and Princess Rupprecht and Prince
George of Bavaria were to throw off their in-
cognito on the 18th, when they were to be
received at Court in Tokio, and take up their
quarters at the Shiba detached palace as the
Emperor's guests.

THE *Universal Gazette* is informed by its
Peking correspondent that the Board of
Revenue is devising means for obtaining an
amount of ten million taels to be used at the
celebration of the Empress Dowager's birthday
which takes place this year. Four million taels
has so far been obtained from various sources.

H. R. H. PRINCE Benya has returned to Bang-
kok from his tour of inspection in the north.
It is understood that His Royal Highness
expects to leave for Java in a few days, whither
he is going upon a mission to study the systems
of irrigation and agriculture practised in Java,
with a view of considering their adaptability to
Siam.

LORD Kitchener's first tour in India is not
being conducted on the familiar lines which
make peregrinations of high officials in India an
orderly procession from place to place in ac-
cordance with a prearranged and well-adver-
tised itinerary. On the contrary, apparently
no one knows positively at any given time
where and when His Excellency will make his
next halt.

A NATIVE was charged before Mr. J. H. Kemp
this morning with unlawfully assuming the
title of a constable at Mongkok, Kowloon,
and also with entering a house with the
intention of committing a larceny. For the
first offence he was fined \$100 for three months,
and got three months for the second without
the option of a fine, the sentences to run con-
currently.

IDENTICAL Bills have been introduced in the
Austrian Parliament and the Hungarian
Reichsrath rendering payment in gold compul-
sory, this being the last step in the ten years
preparations for establishing a gold standard
in Austria-Hungary. The Bills, though meet-
ing with some opposition in both Parliaments,
are sure to be passed, being strongly supported
by commercial men throughout the country.

We shall have a Souvenir Day soon, but you
will have to pay us a personal visit as no chits
will go. LeMunyon.—Advt.

H.E. MAJOR-General Sir William Gascoigne,
K.C.M.G., had an unpleasant experience this
morning. Having made a visit to Messrs. Lane,
Crawford & Co., he was proceeding up Bat-
tery Path in his ricksha, with three coolies,
when the one pushing the vehicle from behind
suddenly dropped and expired. An ambulance
was immediately sent for, and the body re-
moved to the Mortuary where, on examination,
it was found to be a case of plague.

AN European travelling from Germany ap-
peared before Mr. J. H. Kemp this morning
charged with disorderly conduct, smashing of
household property, and causing grievous
bodily harm to a native woman in Praya East
last evening. In the evidence it was stated
that he entered a certain house, and after
arguing, picked up a lighted kerosene lamp
and hurled it at a woman. For the first offence
he was fined \$2, the second \$10, and the
third \$1.

By kind permission of Major Radcliffe and
officers, the Band of the 33rd Burma Infantry
will play the following programme of music at
the King Edward Hotel, during dinner,
to-morrow, Friday, the 29th instant, (weather
permitting).

PROGRAMME.

March "March Roman" (Gounod).
Overture "Zampa" (Hoffmann).
Selection "The Everlasting Day" (Bevan).
Selection "San Toy" (Sidney Jones).
Valse "Blue Bell" (Waldteufel).
Dance "From Henry VIII" (Vaudeville).
God Save the King.

WITH regard to the electric tramways at Hong-
kong, *Indian Engineering* says the great dis-
advantage that this undertaking labours under,
as far as public convenience is concerned, is
that its alignment is restricted to those roads
in the vicinity of the harbour face or shore
where alone easy grading for ordinary street
traction can be found. But as the water front
and its neighbourhood is the busiest part of the
city, the prospects of the undertaking finan-
cially are as bright as a concern of this class
could expect. It is intended to have separate
cars for Europeans and natives, which will be
run independently of each other. The lines
will be laid on the 3 feet 6 inch-gauge, and the
overhead arrangements will be neat and un-
objectionable.

THE Grand Council has received lately a num-
ber of telegrams in succession from the Chinese
Imperial Resident at Lhasa, the capital of
Tibet, notifying the Government of the presence
of large numbers of Russians in various parts
of the frontier district of Tibet and asking for
instructions how to deal with them. The
following is one of the latest telegrams in
question, which the *N. C. D. News* translated
as follows:—"One hundred and forty-three
Russians, attired mostly like military engineers,
arrived on the 4th inst., on the eastern frontier
of Tibet, and having set their camp, immediately
set about to divide themselves into separate
parties apparently for the purpose of penetrat-
ing further inland and surveying the country.
It has not yet transpired whether these Russians
intend to make a long stay or not; but they
have already caused great excitement among the
Tibetans in that vicinity as well as in Lhasa."

Now look out for LeMunyon's new store adv.
It is a beauty.—Advt.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE following telegram has been sent by the
Shanghai General Chamber of Commerce to the
Director of the International Telegraph
Bureau, Bern:—"Shanghai Chamber Com-
merce protests against compulsory use official
vocabulary in cable telegraphy. Requests this
protest be presented International Conference,
London, 26 May."

"CHINA is a large, leaky, and dilapidated house.
It is extremely regrettable that we, who are
living in this house, cannot do anything to
improve its condition except to cry out loudly
both morning and evening in the hope that the
powers that be may become alive to the critical
situation and take immediate measures to put
matters right before it is too late. Thus waits
the *Sin Wan Pao* of Shanghai."

WHEN H.M.S. *Arcturion* was off Sheerness on
March 9th, during her voyage home from
China, a gallant act was performed by Capt.
Startin. A seaman fell overboard, and Capt.
Startin immediately dived from the vessel and
rescued him. For this Capt. Startin has been
awarded a bronze clasp by the Royal Humane
Society. He already holds the Society's silver
medal, as well as the bronze medal with one
clasp.

THE *Journal* of the United Service Institution
of India contains a short account of walking-
stick defence. It is a clever and ingenious
use of a walking stick, by which anybody—an
elderly man or a lady—can soon learn to offer
most effective resistance to a foot-pad, rough,
or other assailant who is unarmed or armed
only with a stick. The stick used in defence
must be substantial, and without a handle or
crook, and it should be held, not by the end,
but halfway between the end and the middle.
Moreover the stick may be quickly passed
from one hand to the other, and blows delivered
with either the long end or the short end.
There is a method of defending oneself with a
stick practised in America, by which the stick
is held exactly in the middle, and either end
brought against the face of an assailant, with a
dexterity immensely more effective than the
usual way of holding a stick by one end.

A. S. WATSON & CO., LTD.

ANNUAL MEETING.

The eighteenth annual ordinary general
meeting of shareholders in Messrs. A. S. Wat-
son & Co., Ltd., was held at the offices of the
company, Queen's Road Central, at 11 a.m.
to-day. There were present Messrs. Hart
Buck (Chairman), Messrs. J. H. Lewis, R. C.
Wilcox (Consulting Committee), Capt. Clark,
J. R. Michael, E. J. Moses, J. A. Tarrant and
A. H. Mancell (Secretary).

The Chairman said:—Gentlemen, the report
and statement of accounts have been in your
hands since the 10th instant, so with your per-
mission I will as usual consider them as read.
The accounts put before you do not, I think,
require much explanation. You will notice
that our stock in trade are practically the same
as last year, also that local and general liabil-
ities have increased \$34,261.04 whilst bills pay-
able have decreased \$56,509.21. The apparent
discrepancy of a mortgage of \$25,000, on the
remaining portion of Kowloon Inland Lot No.
350, which property stands in the accounts at
\$19,870.36 is explained by the fact that the
balance of payments to the contractor were not
due until 1903 when they were met. This prop-
erty has been valued at more than \$10,000.
Exchange has naturally lessened our profits
for 1902 and from the same cause our working
expenses are much larger where these are on a
sterling basis, the increase in wages alone
amounting to \$15,000 over the previous year.
I stated at our last annual meeting that it
required much care and foresight to keep
our necessary purchases within the buying
power of the business with its existing available
capital, and this condition of affairs becomes
more marked as the expansion of the business
continues, although we do not anticipate that
it will be necessary to ask you for any im-
mediate increase of the existing capital. So
far, the returns this year show a satisfactory
increase over the latter period of last year.
Our new aerated water factory in Des Vaux
Road is now working, and we expect that our
annual meeting next year will be held in our
new reclamation premises which are well ad-
vanced. There is no doubt these changes in
premises will prove beneficial to the working
of the business. Messrs. W. Parfitt and R. C.
Wilcox have been invited to join the Consult-
ing Committee, the former gentleman during
the absence of Mr. E. Osborne from the Colony.
These appointments require your confirmation
at this meeting. If any shareholder would like
any further information in connection with the
report and statement of accounts now before
you, I shall be pleased to give it.

Mr. Michael:—Some of the shareholders
have been asking if the accounts could not be
made up a little earlier than five months after
the end of the year.

The Chairman:—We have our returns from
various parts of China to come in, and it is
impossible really to have them made up earlier.

There being no further questions, the Chair-
man proposed, and Mr. J. R. Michael seconded,
the adoption of the report and accounts.

The motion was put to the meeting and
carried.

CONSULTING COMMITTEE.

Capt. Clark proposed, Mr. E. J. Moses
seconded, and it was agreed, that the appoint-
ment of Messrs. Parfitt and Wilcox to the
Consulting Committee be confirmed.

AUDITORS.

The Chairman is proposing the re-election
of Mr. F. Maitland as auditor, observed that
Mr. W. H. Potts would be invited to assist Mr.
Maitland next year.

Mr. J. H. Lewis seconded the motion, which
was unanimously carried.

The Chairman:—That is all the business of
the meeting, gentlemen. Thank you for your
attendance. Dividend warrants will be ready
at 11 a.m. to-morrow.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

WRECK OF A FRENCH TRADER

NEA & HONGKONG.

Information was received in the Colony to-
day to the effect that the French trader *Paul
Dauvergne* has been wrecked, a total wreck not many
miles from Hong Kong. The vessel cleared on
the 26th instant, bound for Kwong-chau-wan
with a general cargo, and left yesterday morn-
ing. All appears to have gone well until
passing the middle of a channel between Pak
Leah and Whi Le Rocks, Ladrone Islands, when
it is thought she struck a submerged wreck.
This channel is marked on the Admiralty chart
as "channel not recommended," although it is
frequently used by mariners. Immediately the
vessel struck, most of the native passengers are
said to have gone to one side of the ship thus
contributing to her heeling over and sinking.
She is a wooden ship, owned by Me. Mrs.
Lemaire a Co. of this Colony, and was in com-
mand of Captain Hileux. Her
registered tonnage was 332 tons, and she
carried a crew of thirty-two men. Formerly
the vessel plied between Kwong-chau-wan,
West River ports and Macao, and latterly
changed her run by omitting to call at Macao,
and the West River ports, and substituting
Canton and Hongkong. We understand that
on the receipt of the news regarding the loss
of the vessel, the owners closed with an engi-
neering firm, who has since sent down ex-
perienced men to view the wreck and report
as to the expediency of raising her.

DOUGLAS S.S. "FORMOSA"

SOLD FOR £10,000.

We understand the Douglas Steamship Com-
pany's steamer *Formosa*, which, along with the
s.s. *Haimun*, has been under charter to the
United States Government, has been sold to
the charterers for the sum of £10,000.

MALARIA IN INDIA.

A London correspondent writes to an In-
dian contemporary:—"Dr. Stephens and Dr.
Christophers, who formed a commission ap-
pointed by the Royal Society to investigate
malaria in Africa and India, have, I learn, sent
in the conclusions they have arrived at as the
result of their researches, which extended over
several years. They find that in tropical Africa,
and to a less extent in certain regions of India,
there is a widespread infection among the
native children under fifteen years of age, while
above that age there is a marked immunity.
This infection, the Commissioners state, is the
essential cause of European malaria, so much
so that infection from one European to another,
as was previously supposed to be the case, is
entirely negligible as a factor in infection. The
investigations show that the chief source of
infected anopheles mosquitoes is native huts,
and the Commissioners are of opinion that
segregation effects the most practical and im-
mediately effective means of diminishing the
death roll among Europeans."

THE USUAL LACK OF UNITY.

The *Universal Gazette* states that Governor
Wang Chih-chun memorialized the Throne the
other day that the rebels in the interior and on
the borders had all been pacified, etc., but at
the same time the provincial Treasurer and
Judge of the same province telegraphed to the
neighbouring Governor of Hunan asking the
latter to render assistance by despatching
troops. When the Governor was informed of
the above application by his colleagues he
immediately telegraphed to some Governor in-
forming him that the Kwangsi Treasurer and
Judge had been misled by false rumours there-
fore their report of the present condition of
Kwangsi differed from his own and adding that
the present troops were quite capable of coping
and exterminating the insurgents, therefore, it
was unnecessary for him (the Governor of
Hunan) to send troops to Kwangsi or to
memorialize the Throne about the application
of the Kwangsi Treasurer and Judge.

THE PLAGUE.

During the twenty-four hours ended at noon
to-day 23 further cases of bubonic plague,
making 892 since January 1st, were reported.
Fifteen of the cases were fatal. There were
two European cases—one the case of a lad, of
12, at the Government Civil Hospital, and the
other from the s.s. *Heithdene* in port.

SHIPPING AND MAILS.

MAILS DUE.

American (*City of Peking*) 30th inst.
French (*Annam*) 31st inst.
Indian (*Namsang*) 2nd prox.
American (*Doric*) 4th prox.
Australian (*Chinglu*) 5th prox.
German (*Preussen*) 13th prox.
American (*Nippon Maru*) 13th prox.

The B. S. S. Co.'s s.s. *Tremont* arrived at
Yokohama to-day.

The B. T. B. Co.'s s.s. *Pleiades* sailed from
Yokohama for Victoria and Tacoma, on 27th
inst.

The N. G. I. s.s. *Capri* left Singapore for this
port to-day, and may be expected here on 4th
prox.

The I. C. S. N. s.s. *Namsang* from Calcutta
and the Straits left Singapore for this port on
26th inst., p.m.

The N. Y. K. s.s. *Tamba Maru* (European
Line) left Singapore for this port on 27th inst.,
p.m., and is expected to arrive here on 2nd prox.

The N. D. L. s.s. *Nürnberg* from Hamburg
left Singapore for this port 27th inst., at noon,
and may be expected here 2nd prox., at day-
light.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 6th June.
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
LIVERPOOL	"OOPACK"	On 14th July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 17th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGKOW"	19th May.
NINGPO and SHANGHAI	"TAIYU"	1st June.
CHEFOO and TIENTSIN	"TAIYU"	1st "
YOKOHAMA	"KANGSI"	2nd "
MANILA	"SUNGKANG"	3rd "
MANILA	"CHANGSHA"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th May, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	MONDAY, 1st June.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	TUESDAY, 9th June.

* Via SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 27th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:
1st Class, \$1.50
2nd " .70
3rd " .30
Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.

No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st May, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 2nd June, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

SATURDAY, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 27th May, 1903.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain J. McGinty, will be despatched for the above Port TO-MORROW, the 29th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 26th May, 1903.

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

"MARBURG,"

Captain Stern, will be despatched for the above Ports on SATURDAY, the 30th instant, at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 27th May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 31st instant, at Daylight.

For Freight or Passage apply to

DOUGLAS, LAIPRAK & Co.,

General Managers.

Hongkong, 27th May, 1903.

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKESHIRE"

shortly expected, will have quick despatch.

The American Asiatic S.S. Co.'s

"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ
AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, & to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)
THE Company's Steamship

"MELPOMENE,"

Captain Tosoni, will be despatched as above on SATURDAY, the 30th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Prince's Buildings.

Hongkong, 20th May, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 4th June, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 26th May, 1903.

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"

will be despatched on or about 5th June.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

General Eastern Agents for China.

Hongkong, 19th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 27th May, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 2nd June, at 11 A.M.

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N. Tate

3,876

SATURDAY, 6th June, at 11 A.M.

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Hongkong, 27th May, 1903.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain J. McGinty, will be despatched for the above Port TO-MORROW, the 29th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 26th May, 1903.

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

"MARBURG,"

Captain Stern, will be despatched for the above Ports on SATURDAY, the 30th instant, at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 27th May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

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For Freight or Passage apply to

DOUGLAS, LAIPRAK & Co.,

General Managers.

Hongkong, 27th May, 1903.

STEAMSHIP SERVICE TO NEW YORK

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Agents.

Hongkong, 16th May, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

Steamers Expected.

Vessels	From	Agents	Due
City of Peking	Shanghai	P. M. Co.	May 30
Annam	Singapore	M. M. Co.	May 31
Nansang	Singapore	J. M. & Co.	June 1
Nürnberg	Singapore	S. & Co.	June 2
Indrasambha	Singapore	P. & A. Co.	June 2
Doric	Singapore	P. M. Co.	June 3
Capri	Singapore	C. & Co.	June 4
Chingta	Sydney	B. & S.	June 5
Preussen	Genoa	M. & Co.	June 13
Nippon Maru	San Francisco	P. M. Co.	June 13

Shipping Reports.

Str. *Shantung* from Foochow:—Fresh N.E. winds all along the Formosa Channel.

Str. *Kwangse* from Chefoo:—Light N.E. winds with heavy rain from Tumbabout to port.

Str. *Chumun* from Saigon:—Dull overcast with light E. wind, and slight S.E. swell throughout.

Str. *Hong Kai* from Bangkok:—In the South fair weather, light S.W. winds, coming North heavy rains for a few days, outside Hongkong fresh N.E. and E. winds.

Ships Passed The Canal.

Outward:—8th May—*Annam*, *Tamba Maru*, *Budnia*, 12th May—*Seneca*, *Glenloch*, *Yang Tze*, *Benvenue*, *Kish*, 16th May—*Vulcan*, *Telamachus*, *Dunbar*, *Ernest Simons*, *Tenhai*, *Ceylon*, 19th May—*Anhria*, 22nd May—*Prometheus*, *Tungshing*, *Sanki Maru*, *Lena*, 27th May—*Benledi*, *Preussen*, *Vicenna*, *Lia*, *Wurzburg*.

Homeward:—8th May—*Onpock*, *Macduff*, 19th May—*Glaucus*, *Inaba Maru*, *Jana*, 22nd May—*Königsberg*, *Kiautschou*.

Arrivals at Home:—16th May—*Kintuck*, *Sachsen*, 19th May—*Candian*, *Bamberg*, *Andalusia*, 27th May—*Toukin*.

Vessels in Port.

SEAMEN.

Aki Maru, Jap. s.s., 3,095, Ekstrand, 24th May, Seattle, U.S.A. and Shanghai 21st May, Flour and Gen.—N. Y. K.

Brunhilde, Ger. s.s., 872, Selck, 27th May, Chittagong 16th May, Sugar.—S. W. & Co.

Cambodge, Fr. s.s., 2,355, Declercq, 27th May, Haiphong 23th May, Rice.—M. & Co.

Cassius, Ger. s.s., 1,469, Bahren, 27th May, Wuhu 20th May, Gen.—S. W. & Co.

Catherine Ahear, Br. s.s., 1,730, Stewart, 25th May, Calcutta 10th May, Penang and Singapore 19th May, Gen.—D. S. & Co., Ltd.

China, Ger. s.s., 1,113, Krubbe, 25th May, Saigon 21st May, Gen.—E. A. T. Co.

Chwanshan, Br. s.s., 1,281, Jenkins, 27th May, Saigon 21st May, Rice and Meal.—B. & Co.

Decima, Ger. s.s., 794, Schlaikier, 25th May, Samoa Island 1st May, Ballast.—S. W. & Co.

Empress of China, Br. s.s., 3,046, Archibald, 26th May, Vancouver, B.C. 5th May, and Shanghai 24th, Mails and Gen.—C. P. R. Co.

Formosa, Br. s.s., 647, Evans, 26th May, Amoy 24th May, Gen.—D. L. & Co.

Hailan, Br. s.s., 377, Andersen, 27th May, Hoihow 25th May, Gen.—A. R. M.

Haimun, Br. s.s., 696, Mutton, 27th May, Fouchow 24th May, Amoy 25th, and Swatow 26th, Gen.—D. L. & Co.

Heathdene, Br. s.s., 2,303, Milburne, 27th May, Moji 21st May, Coal.—Order.

Hongkong Maru, Jap. s.s., 3,447, Filmer, 20th May, San Francisco 22nd Apr., via Honolulu 29th, Yokohama 12th May, Kobe 14th, Nagasaki 15th, and Shanghai 17th, Mails and Gen.—P. M. S. Co.

Hong Moh, Br. s.s., 2,555, Stach, 19th May, Penang and Singapore 11th May, Gen.—Joo Teck Seng.

Huron, Br. s.s., 1,989, Walsh, 26th May, Moji 20th May, Coals.—M. B. K.

Jacob Diederichsen, Ger. s.s., 623, Ohlsen, 24th May, Hoihow 22nd May, Gen.—J. & Co.

Kong Beng, Ger. s.s., 862, Ziegenbein, 24th May, Bangkok 17th May, Gen.—B. & S.

Koun Maru, Jap. s.s., 1,783, Minamikawa, 26th May, Kobe 21st May, Coal and Gen.—Kong Chong.

Kumsang, Br. s.s., 2,078, Butler, 23th May, Singapore 14th May, Gen.—J. M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 23rd May, Chefoo 17th May, Gen.—A. K. & Co.

Marburg, Ger. s.s., 3,887, Stern, 27th May, Tsingtau 22nd May, Coal.—S. & Co.

Marie Jensen, Br. s.s., 1,771, Bendixen, 20th May, Moji 15th May, Coal.—J. & Co.

M. Struve, Ger. s.s., 2,200, Berndt, 23rd May, Saigon 19th May, Rice.—S. & Co.

Perla, Fr. s.s., 1,928, McGinty, 26th May, Canton 24th May, Gen.—S. T. & Co.

San Joaquin, Am. s.s., 237, Galdiez, 26th Apr., from Apari, Ballast.—Order.

Shawmut, Am. s.s., 6,195, Smith, 26th May, Manila 23rd May, Gen.—D. & Co., Ltd.

Taurus, Nor. s.s., 1,367, Seeborg, 24th May, Moji 17th May, Coal.—C. & Co.

Tyr. Nor. s.s., 1,418, Danielson, 27th May, Canton 27th May, Coal.—E. A. T. Co.

Verona, Ger. s.s., 3,036, Epstein, 27th May, Moji 20th May, Coal.—M. B. K.

Zafiro, Br. s.s., 1,611, Rodger, 25th May, Manila 23rd May, Gen.—S. T. & Co.

SAILING VESSELS.

Columbia, Am. sch., 772, Sprague, 27th Mar., B. & S.

Dharwar, Swed. bq., 1,270, Larsson, 11th Apr., Fremantle 13th Dec., Sandalwood.—J. M. & Co.

Grosvenor, Br. bq., 616, Boga, 14th June, Mauritius 16th Jan., Sugar.—A. & Co.

Guerveur, Fr. bq., 1,175, Corbinese, 23rd Apr., New York 19th Oct., Kerosene.—S. O. Co.

Holliswood, Am. bq., 1,084, Knight, 23rd Feb., Fremantle, W. A. 12th Dec., Sandalwood.—G. & Co.

Keilmere, Br. 4-masted bq., 2,437, Burch, 27th Apr., Shanghai 20th Apr., Ballast.—S. O. Co.

Omega, Br. bq., 480, Swenson, 18th May, Singapore, Timber.—Order.

Pierre Antoine, Fr. bq., 1,740, Rétagne, 1st Apr., New York 3rd Oct., Oil.—Order.

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Tayabas	Singapore	P. M. Co.	May 30
Jacob Diederichsen	Singapore	J. M. & Co.	May 31
Formosa	Singapore	S. & Co.	June 1
Montana	Singapore	P. & A. Co.	June 2
Empress of China	Singapore	P. M. Co.	June 3
Doric	Singapore	C. & Co.	June 4
Capri	Singapore	C. & Co.	June 4
Chingta	Sydney	B. & S.	June 5
Preussen	Genoa	M. & Co.	June 13
Nippon Maru	San Francisco	P. M. Co.	June 13

Post Office.

A Mail will close for:—

Pakhoi—Per *Hailan*, 29th inst., 9 A.M.
Canton—Per *Fulsham*, 29th inst., 9.30 A.M.
Swatow, Amoy and Tamsui—Per *Haimun*, 29th inst., 10 A.M.

Singapore, Penang and Colombo—Per *Macduff*, 29th inst., 11 A.M.

Jessellton, Kudat and Sandakan—Per *Borneo*, 29th inst., 11 A.M.

Macao—Per *Hongkong*, 29th inst., 12.15 P.M.

Kobe—Per *Perla*, 29th inst., 3 P.M.

Shanghai—Per *Hongkong*, 29th inst., 4 P.M.

Nantao—Per *Taiter*, 29th inst., 5 P.M.

Canton—Per *Hailan*, 29th inst., 5 P.M.

Manila—Per *Zufra*, 30th inst., 9 A.M.

Haiphong—Per *Hailan*, 30th inst., 9 A.M.

Singapore, Penang and Calcutta—Per *Kum-sung*, 30th inst., 10 A.M.

Shanghai and Tientsin—Per *Kwangching*, 30th inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong*, 30th inst., 11 A.M.

Moji, Kobe, Yokohama, Victoria, (R.C.) and Tacoma—Per *Shawmut*, 30th inst., 11 A.M.

Singapore and Rangoon—Per *Meifomene*, 30th inst., 3 P.M.

Swatow, Amoy and Fouchow—Per *Hailan*, 30th inst., 5 P.M.

Ningpo and Shanghai—Per *Tamsui*, 1st June, 9 A.M.

Penang, S. India, via Tuticorin—Per *Salazie*, 2nd June, 9 A.M.

Manila—Per *Rohilla Maru*, 2nd June, 10 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per *Abi Maru*, 2nd June, 3 P.M.

Yokohama—Per *Kwangse*, 2nd June, 4 P.M.

Singapore, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 24th June, 11 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, 3rd June, 3 P.M.

Manila—Per *Sungkong*, 3rd June, 3 P.M.

Singapore, Penang and Calcutta—Per *Catherine Ahear*, 4th June, 11 A.M.

Manila—Per *Rubi*, 6th June, 9 A.M.

Europe, S. India, via Tuticorin—Per *Valletta*, 6th June, 11 A.M.

Kobe—Per *Chingta*, 10th June, 3 P.M.

Singapore, Penang and Bombay—Per *Copri*, 11th June, 11 A.M.

Kowloon, S. India, via Tuticorin—Per *Stuttgart*, 11th June, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 24th June, 11 A.M.

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Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 24th June, 11 A.M.

PEAK.

Allison, A.	Jeffries, H. U.
Barnett, Dr.	Jones, Mr. and Mrs. P.
Beattie, Andrew	N. H.
Benson, A.P.D., Major	Kern, Mrs. C.
Berkley, H. G.	King, R. H.
Berner, Gilbert	Macdonald, Wm., D.D.S.
Brent, H. A. W.	Marin, Mrs.
Brusse, George	McDermott, A. P. B.
Carre, Arthur R.	Mitchell, Robert
Chapman, Mr. & Mrs.	Philpot, Leonard D.
Chapman, Mr. & Mrs.	Pollock, K. C., H. E.
Dodge, Miss F.	Rumsey, R. N., Hon. R.
Domineh, W.	Sawyer, Mrs. W. E.
French, A.S.C., Major	Scott, Charles R.
G. A.	Sinclair, A.
Fuchs, A.	Smith, Carl W.
Gibson, Dr. Robert	Spalckhuysen, W. O. C.
Grant, G. C. Lindsay	Tatara, Mr. and Mrs.
Hagky, Geo.	Tag Nob.
Hamilton, Maj. A. B.	Thomson, O. D.
Hibbe, F.	Wenborn, S. T.

CRAIGIEBURN.

Gaskell, Mr. and Mrs. Lambelle, Lieut. and Mrs. F. W.
Helm, J. S.
Helm, W.

KOWLOON.

Corning, Mr. and Mrs. Jewell, Frank F.
D. W.
Nobbs, A. P.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 28th at 11.50 a.m. The barometer has fallen over N. China, owing to the existence of a depression over Manchuria.

Pressure is highest to the SE. of Japan. Gradients slight with moderate SE. and E. winds on the China coast and over the N. part of the China Sea.

Forecast:—light E. to SE. winds; fine.

YESTERDAY'S WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.

Barometer 29.99 29.99

Temperature 76 77

Humidity 84 86

Rainfall 0.27

CHINA COAST METEOROLOGICAL REGISTER.

May 28th, 1903, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok 7 a.m. 29.80 51 99 SE 3 0

Yemuro 6 a.m. — — — —

Hakodate — — — —

Tokio — — — —

Kochi — — — —

Nagasaki — — — —

Kagoshima — — — —

Oshima — — — —

Naha — — — —

Ishigakijima — — — —

Taihouku 5 a.m. 29.94 — — 0

Taipei — — — —

Tainan — — — —

Koshun — — — —

Pescadores — — — —

Wenhwei 9 a.m. 29.95 68 — — 3 0

Guthaff — — — —

Sharp Peak — — — —

Amoy 6.30 a.m. 29.98 74 90 E 1 C

Swatow 9 a.m. — — — —

Canton — — — —

Hongkong 10 a.m. 29.98 78 84 E 2 0

Victoria Peak — — — —

Gap Rock

High Class

Gentlemen's
Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's
Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

HIGH CLASS DRESSMAKING
IN ALL ITS BRANCHES.

EVERYTHING

FOR

Ladies' and Children's wear.

34, QUEEN'S ROAD CENTRAL.

GENTS' HOSIERY

AND OUTFITTING A SPECIALTY.

28, QUEEN'S ROAD CENTRAL.